14884

WHITEFISH BAY

PENDILLS BAY

MICHIGAN

ONTARIO

ILE PARISIENNE

NORTH GROS CAP

GROS CAP

Prince Lake

Walla Lake

Jackson Island

Monocle Lake

Spectacle Lake

Pendills Creek

Pendills

Trequoise Island

Cheese Island

Round Island

Bay Mills Pt

WAISKA BAY

Brimley

Brimley State Park

Lake Ann

Pointe des Chenes

POINTE AUX PINS

POINTE AUX PINS BAY

Brush Point

Cedar Pt

Ironk Walton Bay

LEIGH BAY

Sault Ste Marie (Ontario) Airport

AERO TANK

CONTROL TW

Old Vessel Pt

Ashman

PROJECT DEPTH 28 FEET (See note B)

PROJECT DEPTH 30 FEET (See note B)

29 FT SEPT 1975

LAKE MICHIGAN-HURON

LAKE SUPERIOR

Low Water Datum

Extreme Levels (period of record)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Sault Ste. Marie, MI KIG-74 162.55 MHz (Chan. WX-1)

(CONTINUED ON CHART 14962)

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

FEET

YARDS

METERS

STATUTE MILES

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on scouting aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Only marine radiobeacons have been illustrated for surface use. Consideration of the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

Offshore buoys ○ Approximate locations

10 Traffic Control calling-in point with number. Arrow indicates direction of vessel movement

FEET

YARDS

METERS

STATUTE MILES

35th Ed., July 21/90 ■

14884

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center, the Canadian Ministry of Transport and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services (N/CG62), National Ocean Service, NOAA, Rockville, Maryland 20852

SOUNDINGS IN FEET

Published at Washington, D.C.
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

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SOUNDINGS IN FEET

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Sault Ste. Marie, MI. KIG-74 162.55 MHz (Chan. WX-1)

LAKE MICHIGAN-HURON

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

LAKE SUPERIOR

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

◎(Accurate location) ○(Approximate location)

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

(10) Traffic Control calling-in point with number, arrow indicates direction of vessel movement

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

POTABLE WATER INTAKE (PW)

Vessels operating in fresh water lakes or rivers as all not discharge sewage or ballast, or bilge water within such areas adjacent to drinking water intakes as are designated by the Surgeon General (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Addenda or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District, Cleveland, OH, or at the Office of the District Engineer, Corps of Engineers, Detroit, MI. Refer to charted regulation section numbers.

FEET
YARDS
METERS
STATUTE MILES

UNITED STATES - GREAT LAKES

MICHIGAN

ST. MARYS RIVER

HEAD OF LAKE NICOLET TO WHITEFISH BAY

Polyconic Projection
Scale 1:40,000
North American Datum of 1983 (World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANES OF REFERENCE OF THIS CHART (Low Water Datum): Depths above the locks are referred to the sloping surface of the river when Lake Superior is at elevation 600.0 feet and the gage above the locks reads 599.8 feet. Depths below the locks are referred to the sloping surface of the river when the gage below the locks reads 577.5 feet and Lake Huron is at an elevation 576.8 feet.

Referred to mean water level at Father Point (Pointe au Pere), Quebec, International Great Lakes Datum (1955).

SAILING DIRECTIONS: Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION: Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS: For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES: Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES: When the water surface is above Low Water Datum bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and is considered equivalent to the World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American 1927 Datum do not require conversion to NAD 83 for plotting on this chart.

SOUNDINGS IN FEET

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